

FORM NO. 51-XC
MAR 1952

(20)

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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY	USSR
SUBJECT	Economic -- Water transport
HOW PUBLISHED	Daily newspapers
WHERE PUBLISHED	USSR
DATE PUBLISHED	4-15 Oct 1953
LANGUAGE	Russian

DATE OF INFORMATION 1953

DATE DIST. 14 Jan 1954

NO. OF PAGES 4

SUPPLEMENT TO
REPORT NO.

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CRITICISM OF SOVIET PETROLEUM FLEET;
ACTIVITIES OF SMALL RIVER FLEET, OTHER VESSELS

POOR PERFORMANCE OF PETROLEUM FLEET, UNLOADING DELAYS -- Moscow, Vodnyy Transport, 15 Oct 53

Petroleum vessels are arriving regularly in Astrakhan' from Baku, but they are not being unloaded on arrival. Ships of Reydtanker are forced to wait days for unloading because of the shortage of storage space. This delay results in considerable loss of money -- 10 million rubles during the last 4 months of navigation.

Glavnefteflot (Main Administration of the Petroleum Fleet) did not fulfill the transport plan in either August or September. The cost of transport in Glavnefteflot actually increased 7.8 percent during the first half of 1953 (not counting the cost of loading and unloading in seaports), and no improvement was made during the third quarter.

During the first 6 months of 1953, fines for late delivery were double those of the same period in 1952 in Glavnefteflot; vessels failed to meet delivery dates 1½ times as often in 1953 as in 1952. Damage fines were equally high. Volgotanker alone paid 200,000 rubles in fines for lost petroleum and water contamination.

Volgotanker is the most backward steamship line in Glavnefteflot. Losses in this line during 1953 were 700,000 rubles more than in 1952, exceeding 6.5 million rubles. The transport plan for powerless craft in Volgotanker was fulfilled by only 24 percent, and the towing fleet did even more poorly.

Volgotanker has some of the nation's best crews and ships working for it: the 'Volgoneft', the Shishkin, the Bashkirin, and others. These ships exceed their plans, work without accidents, save fuel, and consistently lower transport costs. But how they are so successful in their work is a mystery to the administration of Glavneftflot.

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The organization of work in the barge pushing method is very poor. Of 20 ships making voyages by the pushing method, only 4 fulfilled the plan: the 'Vologoneft', the I. Levitan, the Ivan Susanin, and the Shishkin.

It is quite clear that the administration of Glavnefteflot does not worry about the causes of this poor work in Volgotanker. More than that, it does not know the causes, nor is it even attempting to find them.

In the Caspian Steamship Company, tankers spent 8,751 hours standing idle during 9 months of 1953. During these 9 months, the dry cargo fleet stood idle 7,422 hours more than during the same period last year. The ships of the company lost a total of 28,677 hours, an amount of time which would have sufficed for the shipment of 130,000 tons of freight.

In the Caspian Steamship Company there are 22 dry cargo vessels operating on a cost-accounting basis. The plan for the first half of 1953 was fulfilled by only nine of them. This entire group of ships went over the planned cost of transport by 3 percent, and 34 percent over the planned cost for the same period in 1952.

Accidents are also widespread in Glavnefteflot. In the first half of 1953 alone, 1,228,000 rubles were spent for repair of accident damage.

[References in this article to both tankers and dry cargo vessels as operating with the Caspian Steamship Company, coupled with press reports naming Mukhin as chief of both Kaspiflot (Caspian Dry Cargo Steamship Company) and of Kasptanker (Caspian Sea Petroleum Steamship Company), would indicate that both the petroleum fleet and the dry cargo fleet may now be operating under a single administration known as the Caspian Steamship Company.]

SMALL RIVER FLEET ACTIVITIES IN THE NORTH -- Moscow, Vodnyy Transport, 15 Oct 53

The northern small river fleet is currently engaged in the delivery of consumer goods to kolkhozes, sovkhoses, and MTS in Arkhangel'skaya Oblast. Small cutters towing freight barges are transporting these products along the Svid' River, Lake Lacha, Onega River, Mosha River, Yemtsa River, and others. By the end of October, 45,000 tons of high-priority freight will have been delivered.

In its first postwar year of operation, the small river fleet in Arkhangel'skaya Oblast carried only 12,400 tons of freight; in 1953, 240,000 tons of freight have been carried. In 1946, the oblast's small river fleet had only two cutters; at present, it has 25 cutters in operation. In addition, it has two freight diesel vessels which have increased the fleet's cargo carrying capacity tenfold.

There are 1,562 kilometers of navigable waters for the small river fleet within Arkhangel'skaya Oblast. The Lapominka, Yuros, and Izhma rivers are all near the city of Arkhangel'sk. None of these rivers is large enough to accommodate the vessels of the Northern Steamship Line. The task of transport has, therefore, been delegated to the small river fleet on these rivers.

The cargo-passenger ships S/S Lev Tolstoy and S/S Kovalev are sailing on the Onega River from Porog to the region around Yarnema, and the S/S Nikitin is in service on Lake Lacha. These ships have been transporting barges loaded with harvesters, mowing machines, and other agricultural machinery. In the past 2 months, they have transported about 2,000 tons of express freight to Onezhskiy and Kargopol'skiy rayons.

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The cutters Rasvedchik and Veselyy have been transporting freight along the Yemtsa River for consumers cooperatives and timber managements in Yemet-skiy Rayon. These ships have carried more than 1,500 tons of grain, food, vegetables, and manufactured goods for the cooperatives.

NEW SHIPPING CANAL AND LOCK OPENED -- Moscow, Pravda, 14 Oct 53

A 1,366-meter-long shipping canal and lock have been built at Morshansk on the Tsna River. The project was completed at a cost of 3 million rubles. The new lock and canal add 47 kilometers of navigable waterway to the existing 150 kilometers on the Tsna River.

During the last 3 years, 6 shipping locks, 5 dams, and 4 hydroelectric power stations have been built along the Tsna River between Tambov and the border of Ryazanskaya Oblast.

SHIPS ON CASPIAN LINE -- Baku, Bakinskiy Rabochiy, 4 Oct 53

The following ships are operating with the Caspian Steamship Company: M/V Dagestan, M/V Irtysh, M/V Syr-Dar'ya, M/V Turkmenistan, M/V Desna.

COMPLETE PLANS -- Moscow, Vodnyy Transport, 10 Oct 53

The following ports and ships have completed their 1953 plans: Moscow-Volga Steamship Line: North Port, Moscow (Chief, Sutyurin).

Northern Steamship Company: S/S D. Furmanov (Captain Romanov).

Amur Steamship Line: S/S Kotovskiy (Captain Shakh) and S/S Zhdanov (Captain Oblivantsev).

MAKES FINAL VOYAGE -- Moscow, Vodnyy Transport, 15 Oct 53

The navigation season is coming to an end in the North. The S/S Yushar has made her last voyage into Nar'yan-Mar (her 16th of the year) with 275 tons of consumer goods.

RESTART PASSENGER SERVICE ON KOSTROMA -- Moscow, Vodnyy Transport, 15 Oct 53

The Kostroma River is a tributary of the Volga which was used in former years by considerable numbers of ships. In recent years, however, it has fallen into disuse, and only floating operations have been carried on along it.

In accordance with a September directive of the Central Committee, CPSU, however, river workers have again started passenger service along the Kostroma River from Kostroma to Sandogory. On its first voyage along the line, the S/S Krest'yanka was completely full. Kolkhoz workers took vegetables, berries, eggs, poultry, mushrooms, and dairy products to the market in Kostroma.

Soon after the opening of the line, the M/V 800 let Kostromy was put into operation along the river. Now, with two ships on the line, there are daily departures from Kostroma and Sandogory. Both ships are fully loaded each voyage.

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TOWS ON LOWER IRTYSH -- Moscow, Vodnyy Transport, 15 Oct 53

Tows are being dispatched day and night along the lower Irtysh River, with stops being made at Tara and Omsk. The 1953 plan called for the dispatch of 130 tows from Tara during the navigation season; actually, about 200 have already been dispatched.

NEW WATER TAXI FOR KRASNOVODSK -- Ashkhabad, Turkmenskaya Iskra, 11 Oct 53

A new express water taxi is on its way to Moscow from Taganrog. The ship will be registered in Moscow by the Ministry of Maritime and River Fleet as the first of its type built at the Taganrog Shipbuilding Yard. From Moscow, the ship will sail down the Volga River and across the Caspian Sea to Krasnovodsk, where it will be put in service on the Krasnovodsk-Cheleken run beginning in mid-October.

The ship has accommodations for 80 passengers, and has a speed considerably higher than other vessels on this line.

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